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OPINIONS

I have published articles that have been sent in by Designated Pilot Examiners and Certified Flight Instructors. These are published so that they can express their opinion on training or testing. These opinions are intended as a sharing of information and do not represent any Policy of the Federal Aviation Administration.

Paul Maenza
Editor

VOLUNTEERS

Sport Pilot is coming sometime this summer. One of the questions being asked is how many DPE's that are already in the system would want to do testing and issue Sport Pilot Certificates. Do you already fly powered parachute or weight-shift-control aircraft? Do you fly any of the other smaller(that would operate as light sport) airplane, gyroplane, glider or balloons? If you are interested, we are trying to get a count of the approximate number of DPE's who would like to do this. Please send me an E-mail so I can get the count started.

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Attention Retiring Inspectors

Are you an Aviation Safety Inspector who will be retiring in the next couple of years? The rules for qualifying to be a DPE when you retire have changed. The process is now easier, read the excerpt from the NEB charter below:

(13) During the rating and evaluation process, the NEB may credit former FAA Aviation Safety Inspectors (Operations) 5 hours of PIC currency for each practical test/proficiency check/stage check/end-of-course check administered toward the annual PIC currency requirement when administered in accordance with the below alternative criteria of this paragraph. In order for a former FAA Aviation Safety Inspector (Operations) to receive credit for this alternative criteria, the former FAA Aviation Safety Inspector (Operations) must show documentation from the FAA's National Program Tracking and Reporting System (NPTRS) that substantiates having met this following alternative criteria:

- 5 hours of PIC currency for each proficiency check that was administered under part 121 within the preceding 12 calendar months.
- 5 hours of PIC currency for each proficiency check that was administered under part 125 within the preceding 12 calendar months.
- 5 hours of PIC currency for each proficiency check that was administered under part 135 within the preceding 12 calendar months.
- 5 hours of PIC currency for each proficiency check that was administered to a chief instructor, assistant chief instructor, or check instructor under part 141 within the preceding 12 calendar months.
- 5 hours of PIC currency for each stage check and end-of-course check that was administered under part 141 within the preceding 12 calendar months.
- 5 hours of PIC currency for each pilot certification/additional aircraft rating practical test that was administered in accordance with the Practical Test Standards under part 61 within the preceding 12 calendar months.
- 5 hours of PIC currency for each pilot certification/additional aircraft rating practical test that was administered in accordance with the Practical Test Standards under part 141 within the preceding 12 calendar months.
- 5 hours of PIC currency for each pilot certification/additional aircraft rating practical test that was administered in accordance with the Practical Test Standards under part 142 within the preceding 12 calendar months.

NOTE: *This policy stated in paragraph 13 was approved initially on April 10, 1995 by the Director, Flight Standards Service, AFS-1. This policy stated in paragraph 13 was expanded and further approved on September 24, 2002 by the Director, Flight Standards Service, AFS-1 (signed by Lou Cusimano, AFS-2).*

(14) During the rating and evaluation process, the NEB may in lieu of the annual PIC currency requirements or the alternative criteria stated in paragraph 13 above [i.e., 5 hours of PIC currency credit for each practical test administered] permit former FAA Aviation Safety Inspectors (Operations) to substitute the following alternative criteria of this paragraph. In order for a former FAA Aviation Safety Inspector (Operations) to

receive credit for this alternative criteria, the former FAA Aviation Safety Inspector (Operations) must show documentation from the FAA's National Program Tracking and Reporting System (NPTRS) that substantiates having met this alternative criteria [i.e., *Recurrent Training*, *Practical Test*, and *General Activity* alternative criteria]:

Recurrent Training.

- A former FAA Aviation Safety Inspector (Operations) must have attended the annual examiner meeting held by the designating FSDO within the preceding 12 calendar months; or
- Within the preceding 2 years, a former FAA Aviation Safety Inspector (Operations) must have satisfactorily completed the examiner recurrent standardization training.

Practical Test. Within the preceding 12 calendar months, a former FAA Aviation Safety Inspector (Operations) must have demonstrated knowledge and skill appropriate to the designation and authorizations to be renewed by satisfactory completion of an annual practical test (demonstration of competency) to a qualified FAA Aviation Safety Inspector.

General Activity. Within the preceding 12 calendar months, a former FAA Aviation Safety Inspector (Operations) must have met one of the following general practical test activity plus the multiengine airplane renewal requirement (if qualification in a multiengine airplane is appropriate for the designation):

- Conducted at least 10 certification or aircraft rating practical tests in airplanes;
- Conducted at least 5 certification or rating practical tests in helicopters, gyroplanes, gliders, free balloons, or airships, as appropriate;
- Conducted at least 5 instrument rating practical tests; or
- Conducted at least 5 ATP practical tests.

For multiengine airplane authorizations, the former FAA Aviation Safety Inspector (Operations) must have conducted at least 5 multiengine airplane rating practical tests in each make and model of airplane for the multiengine airplane designation sought within the preceding 12 calendar months.

NOTE: This policy stated in paragraph 14 was approved on December 20, 2002 by the Director, Flight Standards Service, AFS-1 (signed by Lou Cusimano, AFS-2).

Radio Communications and Navigation Tasks

FAA has received inquiries from inspectors and pilot examiners concerning oral testing of Radio Communications and Navigation tasks in the Private and Commercial PTS's. Many helicopter flight instructors and examiners believe that these tasks can be tested orally if the aircraft is not equipped with radio equipment. **This is not true.** There is no provision for oral testing of these tasks in the PTS's. The applicant must provide an aircraft equipped to meet the PTS requirements for testing.

GPS or Loran may be used to meet the requirements of the Navigation task in the Private and Commercial PTS's. However, the equipment must be properly installed. Proper installations would include those made by aircraft manufacturers under their Type Certificate (TC), certificated repair stations, or certificated A & P's with inspection authorization utilizing a properly approved FAA Form 337.

For the purpose of a practical test, any communications and/or navigation devices used must be properly installed in accordance with 14 CFR 43.